IN THE SPECIFICATION

1) page 6, second paragraph, page 7, please replace this text with the following:

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The essential design features of the reticle cart of the invention are summarized first, as follows, see Fig. 1:

- 10, the three dimensional view of the reticle cart of the invention

- 60′ and 60″, two anti-ESD sliding doors of the reticle cart of the invention; it must be noted in the three dimensional view that is shown in Fig. 1 that doors 60′ and 60″, since these doors are transparent, as not readily visible; to overcome this difficulty the location and operation of doors 60′ and 60″ is now described in detail; the doors 60′ and 60″ are positioned above a sliding rail 15 in a plane of the front surface 14 of the reticle cart 10; doors 60′ and 60″ slide in directions 12′ and 12″ along the rail 15 in the plane of the front surface 14 of the reticle cart 10; each of these two units 60′ and 60″ covers essentially half of the front surface 14; starting from the position where unit 60′ is located in an extreme 12″ direction and unit 60″ is located in an extreme 12′ direction, the movement of unit 60′ in the direction 12′ opens the left

most section of the reticle cart 10, the sliding unit 60′ will slide behind the stationary unit 60″, opening the front surface 14 of the reticle cart 10 over distance 61; starting from the position where unit 60′ is located in an extreme 12″ direction and unit 60″ is located in an extreme 12′ direction, the movement of unit 60″ in the direction 12″ opens the right most section of the reticle cart 10, the sliding unit 60″ will slide in front of the stationary unit 60′, opening the front surface 14 of the reticle cart 10 over distance 62;

- 20, an inclination of 8 degrees with the horizontal plane that is provided for the support of the reticles that are transported in the reticle cart of the invention

- 25, shock absorbers that are provided for each of the four corners 17 of the reticle cart of the invention

- 30, support cushions that are provided for the support of the reticle boxes that are transported in the reticle cart of the invention

- 35, a handle that is provided to the reticle cart of the invention to facilitate movement of the reticle cart of the invention

- 40, anti-ESD wheels, one wheel affixed to each of the four corners 17 of the reticle box of the invention.

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2) page 8, page 9, please replace this text with the following:

Above have been listed the main sub-components of the reticle cart 10 of the invention, further highlighted in the three dimensional view of Fig. 1 are the following elements:

- it is of value to state that the reticle cart 10 of the invention has three dimensions; these dimensions can typically be referred to as Cartesian X, Y and Z dimensions that have all the properties of conventional Cartesian X, Y and Z coordinates such as intersecting under an angle of 90 degrees; these Cartesian coordinates have been highlighted with directions 12′ and 12″ (for an X-direction), 16′ and 16″ (for an Y-direction) and 22′ and 22″ (for an X-direction); the Cartesian coordinates of the reticle cart of the invention can be defined as intersecting at point 65, placing the upper portion 19 of the reticle cart 10 of the invention above the X-Y plane in a Z-direction while placing supporting platform 18 of the reticle cart of the invention, shock absorbers 25 and anti-ESD wheels 40 below the X-Y plane in a Z-direction. Remains to be defined which X, Y and Z directions are considered as positive directions, these positive directions are the direction 12′ (for the X-axis), 16′ (for the Y-axis) and 22′ (for the Z-axis). Directions that are opposite to the defined positive directions and that originate at the point of intersection 65 of the Cartesian coordinate axis are, by implication, defined as negative directions along this coordinate axis

- 14, the front surface of the reticle cart 10 of the invention, located in the X-Z plane of the reticle cart 10 of the invention and comprising point 65

- 13, the back surface of the reticle cart 10 of the invention, being parallel to the front surface 14 of the reticle cart 10 of the invention, having an intersect with the positive Y-axis

- 13', the bottom surface of the reticle cart 10 of the invention, located in the X-Y plane of the reticle cart 10 of the invention and comprising point 65

- 14', the top surface of the reticle cart of the invention, being parallel to the bottom surface 13' of the reticle cart 10 of the invention, having an intersect with the positive Z-axis

- 66, the left surface of the reticle cart of the invention, located in the Y-Z plane of the reticle cart 10 of the invention and comprising point 65

- 67, the right surface of the reticle cart of the invention, being parallel to the left surface 66 of the reticle cart 10 of the invention, having an intersect with the positive X-axis

- 74, dividers of the upper portion of the transportation cart.

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3) page 10, third paragraph, page 11, page 12, please replace this paragraph with the following:

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2. The individual who is loading the reticle box into the reticle cart of the invention takes a position in front of the

reticle cart, facing the front side 14 of the reticle cart. It must thereby by realized that the side of the reticle cart that is opposite the front side 14 of the reticle cart, that is the back side 13, is completely closed and is therefore not available for access to or entry into the reticle cart. The reticle box is positioned into the reticle cart of the invention in a horizontal position. This can be made clear by arbitrarily selecting two reticle support units 11′ and 11″ and following the method in which the reticle box is entered into the reticle cart: the anti-ESD door 60′ is moved such that support units 11′ and 11″ are exposed, in the case of this example the door 60′ is moved in a direction 12′. The reticle box is initially placed such that the reticle box is essentially in a horizontal position and such that the reticle box is aligned with support units 11′ and 11″, the reticle box makes initial contact with the forward extremities of supports 11′ and 11″. The forward extremities of support units 11′ and 11″ are the extremities of support units 11′ and 11″ that face or are closest to the front surface 14 of the reticle cart 10 of the invention. After this initial alignment of the reticle box, the reticle box is further entered into cart 10 by sliding the reticle box further along the support units 11′ and 11″ and into the cart, that is sliding the reticle box along support units 11′ and 11″ in a direction 16′ (from the front side 14 of the reticle cart 10 to the back

side 13 of the reticle cart). After this and other reticle boxes have been positioned in the reticle cart and at the time that the reticle cart has to be moved, the anti-ESD sliding doors 60′ and 60″ are closed, that is positioned such that the entire surface of the front side 14 of the reticle cart is covered by the anti-ESD sliding doors 60′ and 60″. It must further be emphasized that the surface of support units, such as support units 11′ and 11″, has been provided with support cushions 30 to further reduce the impact of vibration on the reticle boxes that are placed on the support units. This method of entering and subsequently transporting the reticle box(es) using the reticle cart 10 provides the following advantages:

(i) by positioning the reticle boxes into the reticle cart such that adjacent reticle boxes are not in physical contact with each other, ESD cannot take place from reticle box to reticle box

(ii) by transporting the reticles using the method of loading of the reticle boxes that has been highlighted above (at the end of which loading procedure the anti-ESD sliding doors 60′ and 60″ are closed) the reticle boxes are firmly secured on the support units (support units 11′ and 11″ have been used in the example highlighted above), making it impossible for the reticle boxes to leave the position on top of the support units onto which the reticle boxes have been placed: the anti-ESD sliding

doors 60′ and 60″ prevent forward movement, the enclosure of the back side 13 prevents backward motion, the support units (as for instance support units 11′ and 11″) prevent downward motion of the reticle box while finally gravity exerted on the reticle box will prevent upward motion of the reticle box, and

(iii) the support cushions 30 that have been placed over the support units, such as support units 11′ and 11″, significantly reduce the impact of vibrations on the reticle boxes that have been placed inside the reticle cart of the invention.

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4) paged 13, second paragraph, page 14, first paragraph, please replace this text with the following:

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4. It must be noted that the support units, onto which the reticle box is positioned, such as support units 11′ and 11″, are attached to the reticle cart under an angle of about 8 degrees. This is further highlighted using support units 20, that is individual support units 20′ and 20″. From the three-dimensional view that is shown in Fig. 1, it is apparent that these (and other) support units, when proceeding in a direction 16′ along the support units, slope down from a horizontal plane. The result of this downward sloping of the support units 20′ and 20″ (and the other support units) is that the reticle box, once

the reticle box has been positioned into the reticle cart 10 of the invention, is (by gravity) urged toward the back side 13 of the reticle cart, further assuring that the reticle box will not accidentally fall from the reticle cart of the invention even before the anti-ESD sliding doors 60′ and 60″ are closed.

5) page 9, last paragraph, please replace this paragraph with the following text:

All other elements that have been highlighted in the three dimensional view of Fig. 1 are parameters of dimension and will be detailed at a later time. For purposes of illustration and clarification, an example of a reticle box 70 has been highlighted in Fig. 1, a reticle 72 has been by way of example inserted into the reticle box 70.

IN THE CLAIMS

Please amend the claims as follows.

1. (Amended) A component transport cart, comprising:

(a) a lower portion, said lower portion comprising:

(i) wheels providing capabilities of motion to said transport cart;